

APPENDIX D
I-405 Corridor Program
Key Views in the Corridor

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APPENDIX D: KEY VIEWS IN THE CORRIDOR

KEY VIEWS AND ALTERNATIVE TREATMENTS

Renton Vicinity

Alternatives 2 and 3 and the Preferred Alternative include widening I-405 to accommodate two additional lanes northbound and two additional southbound lanes separated by concrete barriers. Alternative 4 adds four more lanes in a stacked configuration built into the hillside. These actions would impact the view from viewpoint 17, which has a visual quality assessment rating of 3.11 (see Figure D-1). Figure E-1 in Appendix E illustrates alternative treatments at milepost 4 in Renton.

Bellevue Vicinity

Alternatives 2 and 4 include adding a lane to existing roadway paving and would have little impact on visual resources. Alternative 3 proposes covering the northbound lanes with a lid. The Preferred Alternative adds one more lane each direction on I-405 with new overcrossings at NE 2nd and NE 10th. All widening would be within the new footprint for the Bellevue Downtown Access project. These alternatives would impact views from viewpoints 7, 8, and 22. These views have visual quality assessment ratings of 3.03, 2.61, and 2.42 respectively (see Figures D-4 and D-11). Figures E-2 and E-3 in Appendix E illustrate alternative treatments at mileposts 13 and 14 in Bellevue.

Kirkland Vicinity

Alternatives 2 and 3 and the Preferred Alternative include widening the roadway to add lanes in each direction. Alternative 4 additionally proposes depressing the existing northbound lanes and adding four express lanes on an elevated structure over the northbound lanes. These alternatives would impact the view from viewpoint 10, which has a visual quality assessment rating of 3.69 (see Figure D-5). Figure E-4 in Appendix E illustrates alternative treatments at milepost 18 in Kirkland.

Bothell Vicinity

Alternative 2 shows adding lanes to the existing roadway and an at-grade high-capacity transit alignment in the existing median. Alternative 3 and the Preferred Alternative proposes HOV lanes in each direction on the median side of the existing roadway. Alternative 4 illustrates four additional express lanes in a separated alignment in the existing median. These alternatives would impact views from viewpoint 14, which has a visual quality assessment rating of 4.56 (see Figure D-7). Figures E-5 and E-6 in Appendix E illustrate alternative treatments at milepost 26 in Bothell.

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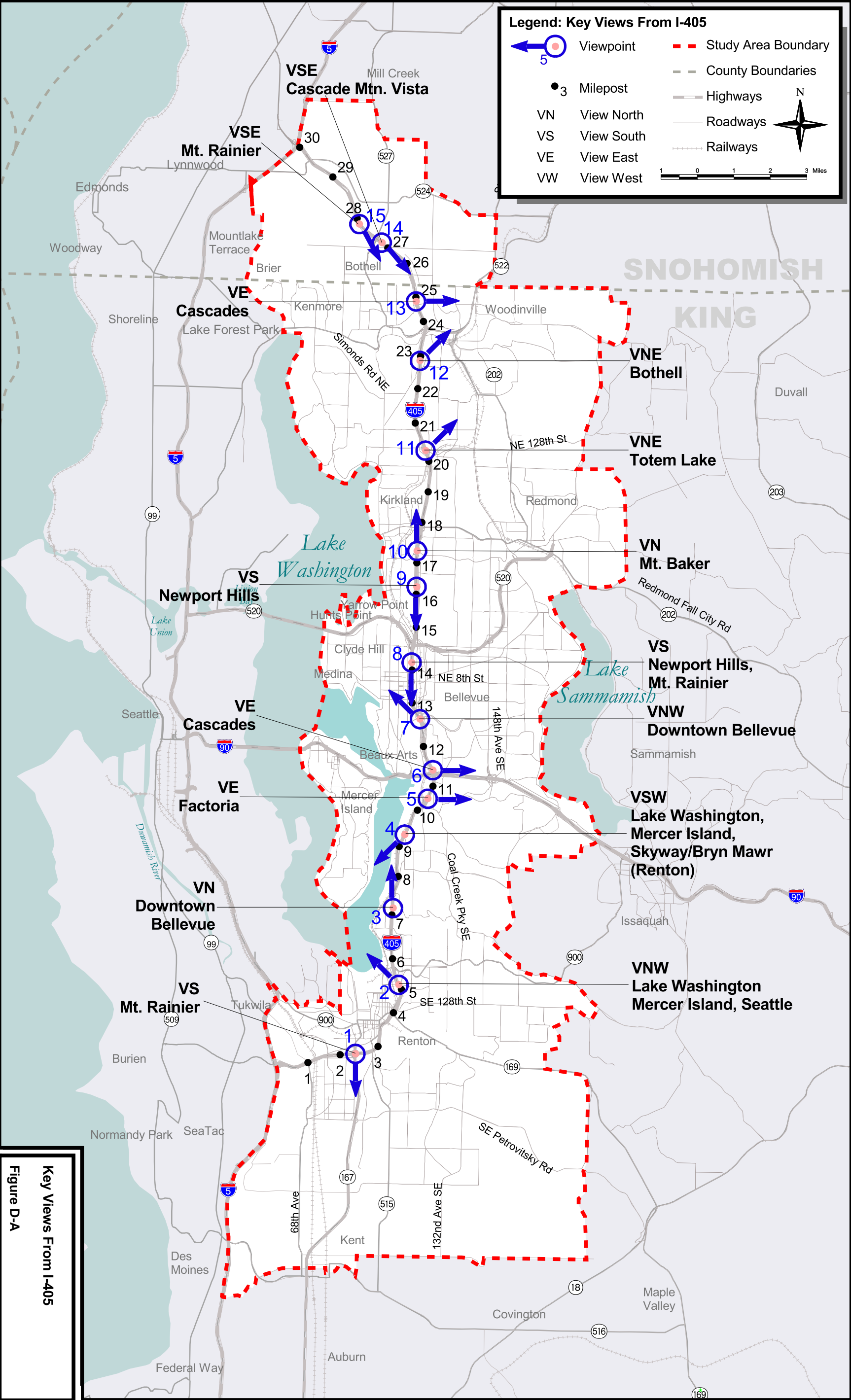


Figure D-A

Key Views From I-405



View 1



View 2



View 3



View 4



View 5



View 6



View 7



View 8



View 9



View 10



View 11



View 12



View 13



View 14



View 15



View 16



View 17



View 18



View 19



View 20



View 21



View 22



View 23



View 24